

Shipping


Steamers.

MOGUL LINE OF STEAMERS.


FOR SHANGHAI, KOBE AND YOKOHAMA.

The Steamship *Edith*,
 Captain Waiser, will be
despatched as above on
or about **WEDNESDAY, the 21st Instant**
For Freight or Passage, apply to
DUDWELL, CARELL & Co.,
Agents,
Hongkong, February 13, 1894. \$00

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

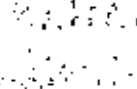
FOR SWATOW, AMOY & POOCHOW
The Co's Steamship

Hankow,
Captain HARRISON will be
despatched for the above
Ports on THURSDAY, the 22nd Instant,
Daylight.
For Freight or Passage apply to
DOUGLAS LAUREN & Co.,
General Managers,
Hongkong, February 19, 1894. 35

COMPAGNIE DES MESSEAGERIES
MARITIMES.
STEAM FOR HAIPHONG (DIRECT
(Taking Passengers and Cargo for
YOKOHAMA & QUINCON.)

 The Co.'s Steamship
Havlong.
Capt. GALLER, will leave
for the above Port on
THURSDAY, the 22nd Instant, at 3 p.m.
For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.
Hsingkong, February 19, 1899. 3

**CHINA NAVIGATION COMPANY,
LIMITED.**

FOR TIENTSIN.

The Steamship
Kaitung,
Captain OTHMER,
will be despatched

THURSDAY, the 22nd Instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE
Agents.
 Hongkong, February 13, 1884.
OCEAN STEAMSHIP COMPANY.
 FOR SHANGHAI VIA AMOY.
 (Taking Cargo & Passengers through river
 for NINGPO, CHEFOO, NEW-
 CHWANG, TIENSIN, HANKOW
 and Ports on the YANGTZE.)
 The Co.'s Steamship
Myrland,
 Captain NIXON, will
 be despatched at above
THURSDAY, the 22nd Instant.
 For Freight or Passage, apply to
BUTTERFIELD & SWIRE

Hongkong, February 16, 1894.


INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND
CALCUTTA.

The Co.'s Steamship
Wingang,
Capt. A. DE STR. OZ,
will be despatched
above on **FRIDAY**, the 23rd Instant
Morn.

For Freight or Passage, apply to
JARDINE, MATHESON & Co
General Managers.

Hongkong, February 19, 1894.

CHINA NAVIGATION COMPANY
LIMITED.
FOR KOBE (DIRECT).
 The Steamship
Shanghai, Capt. WILLIAMS, will
be despatched on FRIDAY
the 23rd Instant, at 4 p.m.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE
Agents,
Hongkong, February 19, 1894.

SHELL LINE.
FOR HAMBURG AND LONDON
The Steamship
Conch.

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above
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dispatched for the above
Ports on or about the 23rd February.

For Freight or Passage, apply to
SHEWAN & CO.
Agents.

Hongkong, February 8, 1894.

'WARRACK' LINE OF STEAMERS

FOR NEW YORK VIA SUEZ CANAL


The Steaming
Agent
C. F. F. WILKINSON
S. F. R. will be de-
parted for the above Port on or about the
Proximo.

For Freight or Passage, apply to
DODDMEYER, CARROLL & CO.

Hongkong, February 14, 1894.

SHIRE LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

The Steamship
 Denbighshire,
PAYSON, Commander,
will leave Hongkong for
London and Hamburg on the 19th. Passengers
who leave Hongkong on the 19th. Passengers
instead of an individual agent.

For Freight or Passage, apply to
DODD, WHILL, GOSWELL & CO.
Agents.

Hongkong, February 8, 1894.

MEMOS. FOR TO-MORROW

Over eight inches of snow fell at Peking on the 30th ultimo.

The O. S. S. Co's steamer *Isis* left Singapore yesterday afternoon, and may be expected here on or about the 26th inst.

The Northern Pacific Co's s.s. *Victoria* arrived at Victoria, B.C., on Saturday, the 17th inst., from China and Japan.

Only the Jurors at present engaged in the case before Mr. Justice Aikman need attend to-morrow.

The G. P. R. s.s. *Express* of Japan arrived at Yokohama at 2.30 p.m. yesterday, and left again at 10 a.m. to-day for Hongkong, via Kobe, Nagasaki and Shanghai.

An ambulance lecture to officers and seamen on "First Aid to the Injured" will be given by Dr. Cantle at the Seamen's Reading Room, West Point, this evening at 8 p.m.

As will be seen from an advertisement, a course of lectures for men will be delivered (under the auspices of St. John's Ambulance Society) by Dr. Cantle, during March, and an examination for certificates will be held at the end of the course.

From Messrs Kelly and Walsh we have received a copy of "The Indian Engineer's Diary and Reference Book for 1894," a publication which is issued from the office of the Indian Engineer. The Diary is very well got up and contains a great deal of information of interest and value to engineers.

The Band of the 1st Shropshire L. I. will play the following programme at the Officers' Mess, Murray Barracks, this evening, the 20th instant, commencing at 8 o'clock:

Overture: Military: Hamburg.
Schubert: "The Swan."
Wagner: "The Swan."
Tchaikovsky: "The Swan."
Mendelssohn: "The Swan."
Bach: "The Swan."
Vivaldi: "The Swan."
Handel: "The Swan."
Mozart: "The Swan."
Haydn: "The Swan."
Beethoven: "The Swan."
Schumann: "The Swan."
Debussy: "The Swan."

This afternoon the Government exposed for sale by public auction Marine Lot No 274, a piece of ground on the Praya Reclamation, in front of the Cricket Ground, measuring 110 feet by 160 feet and containing 17,600 square feet. Mr. C. C. Malhotra acted on behalf of the Government. The upset price was \$52,800, with a yearly rental of \$324. The ground was purchased by the Hongkong Club for \$52,825, as a site for the new Club.

It is satisfactory to know that the Public Works Department is doing all it can to have Queen's Road put into a safe state for vehicular traffic before the commencement of the Race Meeting on Thursday next. Workmen have been engaged night and day for the past week, as well as on Sunday, and the greater portion of the new drain-pipes have been laid down. The trench will be filled up as speedily as possible, and the part of the work at the corner of Arsenal Street will be covered up temporarily to allow the traffic at this point of the route from the city to the racetrack to be carried on without restriction. The work, we understand, has been retarded somewhat by the scarcity of workmen consequent on the general celebration of the Chinese New Year festivities.

Another seven o'clock last night a Sikh constable committed suicide on the Peak Road by shooting himself in the abdomen. The deceased, Nihal Singh, P.C. 568, went on duty at six o'clock, taking with him his carbine and the regulation ten rounds of ammunition, which is served out to each Indian constable on duty in the city. His last words were "I am going to the Peak Road near Queen's Gardens. Shortly before seven o'clock he had a conversation with two constables, and they had just left him when they heard a report, and, looking round, they saw their friend lying on the ground with his carbine pressed between his knees. They proceeded to his assistance, but found he was quite dead, the bullet having passed through the vital organs. No reason has been advanced for the deceased taking his own life. He was only 20 years of age, and had been in the police service for two years. He bore a good character. After the customary Sikh ceremonial the body was carried in the nullah near the Happy Valley this afternoon.

As the Magistracy this morning four coolies and a foreman were charged before Mr. H. E. Woodhouse with cutting earth in such a manner as shall undermine the hill and endanger the stability of the same and of the Tin Hau Temple at Yau-mai, immediately behind which it stands, on the 10th inst. In this "Colony." A long and severe evidence of having seen the accused cutting the hill. Mr. H. E. P. Tooker, executive engineer, P. W. D., stated that on 19th February, he went over to Yau-mai and saw that the hillside was being cut in such a manner as to render it dangerous for coolies cutting earth there. The defendants had no authority to cut in this manner, and he was of the opinion that the coolies were cutting the hill they were endangering the stability of the Government land adjoining. Inspector Hanson said he had repeatedly spoken to the foreman about cutting earth in this place. On Saturday last he showed the foreman that the work ought to be done, and on Sunday morning he still found the men undermining the temple. The coolies were dismissed, but the foreman of the work was fined \$5.

We have received from Messrs. Dodwell, Carilland & Co., agents of the Northern Pacific Steamship and Railroad Companies, an exceedingly well got up and profusely illustrated little volume containing a description of the Northern Pacific Railroad, entitled "Six Thousand Miles Through Wonderland." The descriptive writing is highly interesting, and the illustrations are remarkably well done.

The *Diario de Manila* of the 16th instant has the following extraordinary paragraph:—Mariano Santa Ana, a native of Albay, who was born in the year 1777, and is consequently 117 years of age, was dismissed from the Hospital of San Juan de Dios yesterday. Old Santa Ana completed also yesterday, his long term of imprisonment of fifty-eight years, which were accumulated by sentences for his three escapes from the prison. The unfortunate man, on being sent away from the Hospital, requested that he should be permitted to remain in the place, seeing that it is impossible for him to earn his living through old age.

A recent proclamation by H. E. de la Hing, Governor of Kiangsi, reminds native converts to Christianity (says the *N. C. Daily News*) that they are still Chinese subjects, and on the other hand non-converts are not to consider the former still infidels, but brethren and put aside further doubt and suspicion about them. But while this is so, converts are warned against relying, because of their entrance into a foreign faith, too much on foreign protection, for that case they will be punished with the utmost rigour.

Doctor Henry Joseph Haas, of the M. M. Co's steamer *Oceanic*, died at Woonung yesterday morning, says the *N. C. Daily News* of the 16th inst. He was taken ill on Tuesday, but yesterday morning drank a little milk, and he felt better, and almost immediately expired, his death being the result of peritonitis. The deceased had served in the British Army and held the rank of Major. He was a native of the United States, and had been in the service in Mexico, Algeria and Tunis, and was an Officer of the Legion of Honour.

On the 31st of January a military mandarin wearing the 3rd grade or light-blue button was decapitated at Soochow. This person was convicted of having robbed a silk boat at Tei-ping of \$10,000, last summer, while proceeding from this port to the Canton. The robbery, a mention of which was made at the time in these columns. Two other persons were also beheaded at the same time, one a male and the other a female, the latter suffering also the same or a long process. They were paraded and executed at the death of the woman's husband by poison. —*N. C. Daily News*.

The Kinkiang correspondent of the *N. C. Daily News* writes at this place, died on Sunday after only a very few days' illness. She was buried from St. Paul's Church by the Rev. Edward S. Little on Monday. Almost all the community were present to pay their respects to the deceased, and the funeral service was held at the church. The deceased was a native of the United States, and had been in the service in Mexico, Algeria and Tunis, and was an Officer of the Legion of Honour.

We hear from the North, says the *Shanghai Mercury*, that Mr. James Hart, who has been an agent in negotiations in India over the Sikh business, is expected in Shanghai with his bride about the beginning of March. Mr. Hart is very shortly due in Hongkong, if not already there. The "lucky annual" about Sir Robert's leaving Hongkong for the appearance, and has this year taken the form of a trip around the world with his brother, who we believe intends to proceed to Australia first of all. We may add that the highest civil rank, P. W. D., is conferred on the newly arrived, and Mr. James Hart by the Emperor of China.

The Japan Gazette says:—In connection with the keen competition which has arisen between the P. & O. Company and the N. Y. K. on the Bombay route, the Directors of the latter Company have decided and decided the policy of the Company, the general outline of which has been thus expressed by Mr. Kato Masayoshi, a manager of the Company. "At first the N. Y. K. had been unable to come to terms with the P. & O. Company, but an agreement was made by the Kanagawachi Spinning Company and a few others. The Company agreed to bring cotton from Bombay to twelve rupees a bale. About 500,000 bales are imported from Bombay to the East, of which 350,000 come to Japan. The quantity guaranteed to the Company is half that quantity, that is, 75,000 bales. As the P. & O. Company had the repeated request made to it to reduce the freight from 17 to 16 rupees, and as there was no competitor on this line, the N. Y. K. undertook the service at the cotton spinners' request. But the P. & O. Company, seeing the new competitor, suddenly reduced the freight from 17 to 14 rupees, and threatens even to carry cotton gratis. The N. Y. K. can engage in such reckless competition. It has been from the first prepared for competition and estimated its loss at 100,000 yen. It hoped the cotton spinners' sake and with a view to the future extension of Japan's foreign trade. But the P. & O. Company is a great concern; Austrian and German lines had attempted in vain to compete with it, but they had to give it up and enter into alliance with it. In India, they appear to entertain little hope of a success, but the Japanese nation considers the N. Y. K.'s defeat a national shame and does all it can to support the Company in the competition. The Company is ready to make a great sacrifice to continue its competition. The Company does not recognize that it is bound to persist in it to ruin, but it once the company falls here, the loss will be great to the cotton-spinners, and it would be almost impossible to recover the expense of the railway, it does not despair of success in the competition."

The *N. C. Daily News* writes that Messrs. Boyd & Co., Ltd. have contracted for a steel screw tug-boat for the Yanchow River of about 120 tons displacement, to be built under the inspection of Lloyd's surveyor at Shanghai, Mr. H. Sonne.

It is worthy of record, says the *Shanghai Mercury*, that a horned deer has been shot in the plain near Kashing, by one of our numerous sportsmen, during the Chinese New Year holidays. This deer is said to be found at Ningpo, but it is rather novel to find anything but hog-deer within the precincts of Kashing.

TRAINING NOTES.

Before giving an account of the final gallops which took place this morning, it may be not out of place on our part, at a very old hand at the game, to refer to some uncomplimentary remarks in your morning contemporary, by a correspondent who signs himself "X." After scanning other sporting writers of giving misleading information, he goes on to say, "You evening contemporary, for instance, recorded a gallop of *Caterpillar* as being made in 2.03½, the last quarter recording 23—of course an obviously impossible performance, but only one of the many errors which have been made." O the right, X, so far as the 23 seconds for a quarter is concerned. Even you with your evidently superficial knowledge of *Caterpillar* could see that, but why after calling attention to what you ought to know must have been a slip of the pen, do you in your extraordinary report of the same morning's performances, in referring to *Jasco's* gallop, tell your unfortunate readers that the 1½ mile of the Derby candidate was 2.43½? Why do you tell them that the second quarter of the gallop between *Swift* and *Peacock* was accomplished in 2.04 seconds? And what on earth do you mean by saying—That *Holemeaten*, with Mr. Taylor up, and accompanied by *Democrat*, covered 1½ mile in 3.1.0.6, 1.4.0.1, 2.1.6, 2.4.9, 3.2.4.1. And the old chestnut's time was 3.5.1? Is this a joke? If so, it's a time your old chestnut, were stopped, for no one can understand them.

Why do you say that Mr. H. Humphreys, who both *Swift* and *Peacock* in the same performance would have been all the more wonderful by the fact of the ponies starting from different posts. And why do you, after writing of *Hard Times* galloping, say that it took all back by tipping him (in the stance of *Democrat*) to win the first race of the meeting? Well, X, I will not waste any more time in pointing out your errors; it would take too long, but I should advise you in future to remember the old adage about glass houses.

Several surprises were in store for us this morning. Ponies which a week ago appeared to have no possible chance of doing anything at the meeting came out and astonished their owners and the crowd. They were *Swift* and *Peacock*, who were previously under notice. I regret to state that Mr. Darcy, who seems somewhat out of luck in his stable, has had another case of colic in his stable, this time terminating fatally, he having lost after an attack of a few hours his promising son *Stirling*.

The first to put in an appearance this morning was *Vagrant* (Mr. Hong), who covered 1½ mile in 3.6.1.0.6, 1.4.4, 2.1.0, 2.4.0. The full time was not fast, but this last quarter in 3½ sec. (shown on) shows what form this pony is in.

Juba (Mr. Eaton) went the same distance in 3.6.1.0.9, 1.4.4, 2.1.5, finishing well.

Exchange, ridden by Mr. Samsom, galloped in 3.6.1.0.2, 1.4.0, 2.1.4, first quarter too fast, and the last too slow.

Merry Thought (Mr. Hong) strode along for 1½ mile in 3.6.1.0.6, 1.3.6, 2.1.3, 2.4.6.

Old Gold (Capt. Hunt) went 1½ mile, and was joined by *The Signer* (Capt. Thomas) at the mile post. I timed the last mile, 3.6.1.0.4, 1.4.7, 2.2.0, the ponies finishing together and going in fairly good form.

Brookline (Mr. Samsom) was sent the German Cup Course, and finished apparently by full of running in 3.6.1.0.3, 1.4.1, 2.1.5.

Boori (Mr. Samsom) went the Challenge Cup distance, *Isis* and *Nero* joining him at the Derby post; the dan finished in very good style slightly ahead of *Isis*, who ran very gamely under Mr. Reynolds' vigorous riding. Time, 3.6.1.0.6, 1.4.0, 2.1.5, 2.4.9, 3.2.4.1; *Isis*'s time for the mile being 3.2.4.1.

Lawrence (Mr. Hong) and *Admiral* galloped 1½ mile in 3.6.1.0.7, 1.4.1, 2.1.5, 2.4.6, the griffin finishing very nicely.

Yard (Monroe) and *Frog* (Mr. Hart) had a spin over the Derby course, the griffin "chopped" the old pony at the start, and drawing away finished eight lengths ahead in 3.6.1.0.6, 1.3.6, 2.1.3, 2.4.3.3.1.

Logan (Mr. Samsom) and *Robbie* (Mr. Crawford) galloped in the last 1½ mile, the little black, evidently under the impression his pilot wanted to stop after once passing the winning post, pulled up on his own account, and lost about 50 yards; he was set going again and was catching the other pair rapidly at the finish. *Robbie* finished ahead in 3.6.1.0.6, 1.3.6, 2.1.3, 2.4.3.3.1, a very good performance.

The *Don* (Captain Thomas), and *Manago* (Mr. Taylor) went a mile in company—the *Don* pony, who is improving every day, beating *Manago* (Mr. Taylor) by about a length in 3.6.1.0.6, 1.3.6, 2.1.3, 2.4.3.3.1.

Robbie (Mr. Samsom) and *Freud* (Mr. Taylor) went the same distance, the former winning easily in 3.6.1.0.7, 1.4.1, 2.1.7.

Derby (Mr. Taylor) had a half-mile spin with *Arise* (Mr. Taylor), the *Derby* being moving very freely, but finished a trifle behind the old pony—Time, 3.6.1.0.7, 1.3.6, 2.1.3, 2.4.3.3.1.

Democrat (Mr. Hart) had a spin of 1½ mile, *Folk* (Monroe) joining him at the 1½ mile post; they finished close together, the latter going wrong; full time, 3.6.1.0.6, 1.3.6, 2.1.3, 2.4.3.3.1.

Robbie (Mr. Samsom) went 1½ mile in 3.6.1.0.7, 1.3.7, 2.1.0, 2.4.3.

Manago (Mr. Samsom) and *Dwarf* (Mr. Samsom) galloped the Derby course, and were joined by *Manago* at the mile post, the latter being beaten by *Manago* in 3.6.1.0.6, 1.3.6, 2.1.3, 2.4.3.3.1.

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Mails.

NORTHERN PACIFIC STEAMSHIP
AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Tacoma	Tuesday	February 27
Mogul	Tuesday	March 20
Victoria	Tuesday	April 10

THE Steamship **TACOMA**, Captain T. H. Hill, sailing at Noon, on TUESDAY, the 27th February, will proceed to VICTORIA, B.C., and TACOMA and SHANGHAI INLAND SEA, KOREA and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the Freight Agent Northern Pacific Railroad, Tacoma, Wash. Parcels must be sent to our Office with address marked in full by 5 p.m., on the day previous to sailing.

For further information as to Passage or Freight, apply to

BODWELL, CARLILL & Co., Agents.

Hongkong, January 24, 1894.

171



STEAM FOR

STRAITS, OCEAN, AUSTRALIA,

INDIA, ADEEN, EGYPT,

MEDITERRANEAN PORTS,

PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATA-

VIA, PERSIAN GULF, CONTIN-

ENTAL AND AMERICAN PORTS.

THE Steamship **ROSETTA**, Captain C. G. Goss, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, on THURSDAY, the 1st March, at Noon, taking Passengers and Cargo for the above Ports.

The Steamship connects at Bombay with the Steamship **OLYDE**, which vessel takes on her cargo for LONDON, via SUEZ CANAL, leaving that port on the 24th MARCH, 1894.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

A. M. MARSHALL,

for Superintendent.

P. & U. S. N. Co.'s Office,

Hongkong, February 14, 1894.

319

Occidental & Oriental Steam-

Ship Company.

TAKING CARGO AND PASSENGERS

TO JAPAN, THE UNITED

STATES, MEXICO, CENTRAL AND

SOUTH AMERICA, AND EUROPE,

VIA

THE OVERLAND RAILWAYS,

AND

ATLANTIC & OTHER CONNECTING

STEAMERS.

VIA INLAND SEA OF JAPAN

AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Sailings (via Nagasaki, Kobe, Inland Sea, and Yokohama).....

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Mails.

NORDEUTSCHER LLOYD.

NOTICE

STEAM FOR

SINGAPORE, COLOMBO, ADEEN,

SUEZ, PORT SAID,

NAPLES, GENOA,

ANTWERP, BREMEN & HAMBURG,

PORTS IN THE LEVANT, BLACK

SEA & BALTIC PORTS;

ALSO,

LONDON, NEW YORK, BOSTON,

BALTIMORE, NEW ORLEANS,

GALVESTON & SOUTH AMERICAN

PORTS.

The Company's Steamers will call

at SOUTHAMPTON to Land Passengers

and Cargo.

N.B.—Cargo can be taken on through Bills

of Lading for the principal places in

RUSSIA.

Shipping Orders will be granted till

Noon, on SATURDAY, the 3rd March,

Cargo and Parcels will be received on

board until Noon on MONDAY, the 5th

March, and Parcels will be received at the

Agency's Office until Noon on SUNDAY,

the 4th March. Contents of Packages will

be required. No Parcel Receipts will be

issued for less than \$2, and Parcels should

not exceed Two Feet Cubic in measure-

ment.

The Steamer has splendid Accommodation

and carries a Doctor and Stewardess.

Linen can be washed on board.

For further Particulars, apply to

MELOCHERS & Co., Agents.

Hongkong, February 12, 1894.

301

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Chronometer, Watch & Clock Makers,

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METEOROLOGICAL

INSTRUMENTS.

VOYAGERS' COMPASSES

BINOCULARS AND TELESCOPES.

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Intimations.

UP THE YANGTSE,

BY

E. H. PARKER,

with

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PRICE, \$1.50.

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The 'Vedemou' of the Traveller.

through the Gorges of the Great River.

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Nan-shan and the Kang-tan River.

Up the Kiang River.

The Great Salt Wells.

North Kwei Chou.

The Wilds of Hu-peh.

Szechuan Plants.

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Messrs. KIM & WATSON, Limited.

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THEORETICAL AND POPULAR

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BY

ERNEST J. MITCHELL, Ph.D., Tutoring

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LANE, ORAWFORD & Co.

HONGKONG, JANUARY 24, 1894.

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CANADIAN PACIFIC RAILWAY COMPANY'S

ROYAL MAIL STEAMSHIP LINE.

1894.

SAFETY—SPEED—PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,

VIA CANADA AND THE UNITED STATES.

(Calling at SHANGHAI, NAGASAKI, KORE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. MARSHALL, R.N.R. WEDNESDAY, 21st Feb.

EMPRESS OF JAPAN...Comdr. A. LEE, R.N.R. WEDNESDAY, 21st March.

EMPRESS OF CHINA...Comdr. R. ARTHUR, R.N.R. WEDNESDAY, 11th April.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF

JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.)

in 12 DAYS, making close connection at Vancouver with the PACIFIC TRANS-

CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there

daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC

WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New

York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and

the Continent are given choice of routes.

Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval,

Military, Diplomatic and Civil Services, and to European Officials in the Service of

China and Japanese Governments.

EXCURSION TICKETS from Hongkong to Vancouver, Victoria to Sydney, Australia via

Hankow, and Sydney to Hongkong via Brisbane, and Torres Straits, Good for 9

months \$100.

The attractive features of this Company's route, embraces the PALATIAL

STEAMSHIPS, (second to none in the world), the LUXURIOUS OF THE

TRANS-CONTINENTAL TRAINS (the Company having received the highest award

for same at recent London World's Exhibition) and the diversity of MAGNIFICENT

MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and

operated by the Company, and their appointments and cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, etc., apply to

D. E. BROWN, General Agent,

FEDERAL STREET.

Hongkong, January 24, 1894.

303

SHARE LIST.—QUOTATIONS.—FEB. 20, 1894.

Stocks.

Not of

Shares.

Value.

Paid-up.

Closing Quotations.

Cash.

BANKS.

Hongkong and Shanghai Bank Corp., 50,000 \$ 125 all 93 % prem., ex div.

New Issue, 10,000 \$ 10 1/2 110 nom.

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Humphre